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All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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## DEATH.

On January 14th, at the Government Civil Hospital, Joaquim Monteiro da Silva, aged 72 years. Funeral will take place tomorrow at 10 a.m.

HONGKONG OFFICE: 10A, DES VUE ROAD, C.I.  
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The Daily Press.

HONGKONG, JANUARY 16TH, 1907.

The latest mail papers from London appear to have been concerned about the "tense relations" of Russia and Japan. This, considering that others have been declaring war between Japan and America, would be alarming—especially in Japan—were it not evident that imagination is still a force in this class of literature. The Japanese Minister to Russia has declared, simultaneously, that relations between Russia and Japan are the best possible, and he is just as likely to know the truth, and more likely, perhaps, to tell it. The crisis between America and Japan has had to be fed with the wildest and most transparent inventions; and on the whole we may rest assured that in neither case is there likely to be any development disturbing to the world's peace, a continuance of which, for some years at least, is hoped for. At present there is nothing new to be said concerning the trouble originated in California; the American Government and its independent state units must be left to work out their own salvation. The negotiations between Russia and Japan may be referred to, however, as they do not appear to be too well understood. The two Powers are not wrangling; they are haggling; a very different proposition, and one permitting of various solutions not involving strain. It is the essence of all such bargaining that the parties respectively ask more than the others are likely to concede; and it is only when they come

down to the "irreducible minimum" that there is any real excuse for alarmist suggestions. In the present case Japan is still in a position to waive some points, and Russia, as is her consistent policy, took care from the beginning to put herself in the position to do the same thing. To the callous observer, the demands she has made, in view of the issue of the war, have sometimes savoured of impudence; but these things are well understood by diplomats on both sides, and neither begrudges the other side a cheap reputation for liberality when the inevitable waivers come to pass. Japan has had her way in Korea, Russia assenting readily when dissent was out of the question; and Russia was also conciliatory over the question of the exequatur for consuls, Russia tacitly letting it be understood that all her treaties with Korea had become wastepaper. Now it seems to be Japan's turn, and Russia is making a stubborn show of resisting Japan's whole-sale demands for fishing rights. Both relying upon the same clause of the Portsmouth Treaty, Japan claims full fishing rights along the coasts of all Russian possessions on this side of Asia, and Russia argues that there are vested interests, Russian and foreign, which preclude the granting of all that Japan demands. Prima facie, the agreement as worded seems to indicate that it is Japan's turn to modify her claims, the clause standing thus:

"Russia undertakes to enter into an agreement with Japan, with a view to confer upon Japan subjects fishing rights along the coasts of the Russian possessions in the Japan, Okhotsk, and Bering Seas. It is understood that the agreement shall not affect the rights already vested in Russian or foreign subjects in these territories."

There would undoubtedly be a serious outcry in Russia if the government at St. Petersburg failed to maintain the national rights and reservations indicated therein; and so far as can at present be ascertained, this is one of the positions from which Russia is unlikely to recede. Other concessions are possible, obliging offers are indeed talked of, but in this one particular Russia seems to occupy the position of a man who, for a principle, will spend a pound to save a penny. The long-awaited Commercial Convention is probably side-tracked as much by this consideration as by its own internal difficulties; and if, as some have suggested, it is the chief barrier to the talked-of Anglo-Russian Convention, we may be better reconciled to the delay. It is always better to be off with the old love before starting with the new.

The Singapore Town and Volunteer Band has disbanded, owing to lack of support.

Mr. E. A. W. von Strach has been appointed acting commissioner of Customs at the newly-opened port of Nanning.

The Straits Times argues that it is nearly as important for Chinamen to cut off their queues as it is for Chinawomen to grow natural feet.

A Chinese in Mukden has petitioned for the right to build a railway from Kaiyuan to Hailung in Manchuria.

Cheques were issued on Jan. 2nd for the payment of interest for the half-year ending December 31st, 1906, at the rate of 12 per cent per annum, under section 22 of the Tanjong Pagar Dock Ordinance.

The Chinese Government proposes to make all the Boards follow the example of the Board of Domestic Affairs, in not having the official seal closed for a month during the New Year but continue working as usual, as a step towards reforms.

The National Rifle Association will send a British team of riflemen to Australia for the matches commencing in October, provided sufficient funds be forthcoming to pay the expenses. A suggestion has been made for the arrangement of a match between teams of eight, under the same qualifications as are required by the rules governing the Kolapore Cup competition, and with distances of 200, 500, 600, 800, 900 and 1,000 yards, two sighting shots being allowed at each distance.

The Yamanashi Prefectural Assembly recently adopted a resolution to install the telephone on Mount Fuji. The proposed telephone line will be poled up to the fifth station from Yoshida and thence buried in the ground as far as the summit, where a post office will be established. Moreover, the mountain stations on the road, belonging to Yamanashi Prefecture, will be reconstructed out of the prefectural taxes. Visitors to Fuji from Yoshidaguchi next year will be offered special facilities.

The war vessels which are expected to be launched this year in Japan, according to a vernacular paper, are as follows:—The battleship *Aki*, at Kure, about May. The armoured cruiser *Kawara*, at Yokosuka, about May. The armoured cruiser *Tokuji*, at Kure, date of launch not fixed. The second-class cruiser *Tone* at Sasebo; the second-class cruiser *Mogami*, at Kure; the second-class cruiser *Yodo*, at Kure; no dates have been fixed for the launch of these ships. The torpedo-destroyer *Kikuzuki*, will be launched at Uraga, about May.

We cannot help being amused at the sight San Francisco presents at the present time, says the *Yorodex Choko*. The citizens demand the exclusion of the Japanese on the ground that they are uncivilized. What, then, their much vaunted civilization? Its mayor has been arrested on the charge of a dishonourable crime. Its officials are squandering public money like water. Its police are powerless to protect its inhabitants from robbers and ruffians. It really appears that the worst elements of Americans chose the city as their place of dwelling. And it is they who hold against the peaceful Japanese settlers. It is a huge joke.

Light on the advance in the cost of living in Japan that has taken place recently is thrown by the following figures from returns prepared by the Department of Agriculture and Commerce:

Year.	Food	Clothing	Raw Materials.	Average.
1900	100	100	100	100
1901	93	90	95	92
1902	82	88	92	87
1903	111	100	92	101
1904	124	109	95	109
1905	127	120	100	116

The rise in prices is reported by the authorities to be attributable to the recent war.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £1.15 per share; a bonus of £1 per share; to add to the reserve fund \$750,000, and carry forward about \$1,700,000. Further, the Directors have resolved to approach the Hongkong Government to amend the Bank's Ordinance in order to provide for an increase of capital, and will recommend an extraordinary general meeting to be called later, the creation of 40,000 new shares of \$125 each to be issued to shareholders at the price of £6 each, at current rate of exchange in the proportion of one new share to two old.

The current issue of the Japanese *Review of Relations* prints in English a frenzied appeal to the Chinese revolutionists to overthrow the reigning dynasty; to "cut the traitor's head off its brutal trunk, as it deserves!" to restore "your father's dynasty," and to "cleanse it with your righteous blood." It would be instructive to know in what light these incitements to internecine strife in a friendly neighbouring Power are regarded by a local journal—says the *Japan Advertiser*—which quite recently virtually urged the authorities to suppress the *Korea Daily News*. "We do not advise the prohibition of our revolutionary contemporary, but we do say that, in view of the summary suppression of a humble Socialist organ, the latitude extended to this advocacy of revolutions outside Japan is very significant," concludes our *Tokyo* contemporary. We quite agree that the position is anomalous, but perhaps the authorities have some explanation to offer. Apropos of the foregoing, a Shanghai dispatch states that the Chinese Government, having ascertained that the Chinese reformers are imitating the Chinese students in Tokyo to join them, has issued instructions to those in charge of the Chinese students in Japan, ordering them to be on their guard.

## BALNEATION WITHOUT LAUNCHES.

Mr. A. van Bierrliet, Acting Consul for Belgium, requests us to make it known that an "International Exhibition of Balneation and of Bathing Resort Life" will be held at Spa, Belgium, in July-August of this year. Spa, the summer residence of H.R.H. Princess Clementine of Belgium, is situated in the most picturesque position of the Ardennes mountains. Its "Golden Book" shows it to have a renown which originated three and a half centuries ago. Spa owns the richest ferruginous mineral waters and its thermal establishment is the finest and the most comfortable one of Northern Europe. The healthy character of Spa has become proverbial. The season extends from June to November.

Therefore, a considerable success is surely in store for its Exhibition of Balneation and Bathing Resort Life under the gracious patronage of H.R.H. Princess Clementine and under the auspices of the Belgian Government, the province of Liege and the municipality of Spa.

The programme of this Exhibition includes Balneology, Hygiene, Medicine and Chemistry, Architecture, Furniture and its accessories, the decorative and graphic Arts, Electricity, Styles, Alimentation, Locomotion, Sport and Play, Association and Publicity.

The offices of the General Secretary of the Exhibition are established at 42 Avenue de Morteau, Spa.

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Robertson Farwell Cup was held at Happy Valley from the 12th to 14th January, 1907. The following returns were made:

ROBERTSON FARWELL CUP.			
Mr. J. Clark	77	1	78
Mr. E. B. Morris	87	5	79
Major Lewis	87	7	80
Mr. C. H. Gale	91	8	83
Mr. A. Gittins	85	8	85

POOL.			
Major Lewis	83	7	76
Mr. J. Clark	87	1	79
Mr. G. E. Morrell	100	18	82

† Winner of Cup.  
‡ Winner of Pool.

The next quarterly meeting will be held at Happy Valley from the 19th to 21st January, 1907.

## TELEGRAMS.

[REUTER'S SERVICE.]

## THE UNITED STATES AND JAPAN.

LONDON, January 13th.

The correspondent of the *Times* at Ottawa says that the Foreign Minister, Viscount Hayashi, has notified the Japanese Consul that the visit of the Japanese fleet to the Pacific coast, is postponed indefinitely owing to the situation in the United States.

## THE "AWA-MARU."

LONDON, January 13th.

The Japanese mail steamer *Awa Maru* has been refuelled.

## THE DUKE OF CONNAUGHT'S TOUR.

LONDON, January 13th.

Reuter's correspondent in Melbourne wires that the Federal Government is considering a suggestion that the Duke of Connaught be invited to extend his journey to Australia to inspect the forces. The proposal is favoured in military circles.

## THE UNSEASONABLE TYPHOON.

The *Catharine* of 12th instant says:—

At 5 p.m. yesterday all the typhoon signals were taken down and the observatory sent out reassuring information that the typhoon had passed out into the China sea. The tone of the 11 a.m. bulletin indicated that this would occur in a few hours, as the depression was registered as slowly passing to the south. The storm was unexpected at this time of the year and caught interisland shipping outside of Manila unawares. In Manila, the advance warnings proved timely in the matter of sailing dates, several vessels postponing their voyages in the nick of time.

The typhoon has delayed the German steamers *Manila* and *Witold* and the British steamers *Kilchattan*, *Taiwan* and *Gulf of Venice*, all overdue from Australian ports, and the Spanish mail liner *Isla de Luzon* from Singapore. The Spanish mail passed Corrigidor at 3.35 p.m. and dropped anchor in the bay two hours after the No. 3 signal has been lowered. She was 24 hours overdue. The other vessels, except the *Taiwan*, will be 24 hours overdue today, although some of them may have come during the night and will report early this morning.

From all indications the typhoon did considerable damage in the Visayan and southern islands. Full information is not at hand at the present writing, but it is known that shipping has been damaged and that inland towns have suffered. The school house at Carigara, Samar, was destroyed and many wires are down in Samar and the Visayas. Tacloban could not be communicated with yesterday from adjacent towns. The property loss will be heavy and several lives may have been sacrificed.

## STRAITS JUDICIARY.

MR. T. SERCOMBE SMITH ACCEPTS  
PRINCE JUDGE SHIP.

Thus the *Straits Times* of Jan. 4th:—

We are informed, on reliable authority, that Mr. T. Sercombe Smith, at present Acting Colonial Secretary at Hongkong, has accepted the position of Prince Judge in the Straits Settlements.

It will be remembered that on December 22nd, we published a Special Telegram from our Hongkong correspondent to the effect that Mr. Sercombe Smith had been offered this position and that it was undecided whether he should accept it. We are now in a position to state that he has accepted it, though we thought it more probable that he would endeavour to obtain the office of Attorney-General at Hongkong, vacant through resignation of Sir Henry Berkeley, K.C.

Mr. Sercombe Smith's record we published on December 22nd, and reference was then made to his sporting proclivities; but an extract from a Hongkong contemporary, given in another column, will serve to refresh the memory of our readers with regard to him. Mr. Smith will be welcomed by his many friends in the Straits Settlements and the Federated Malay States.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 15th at 11.30 a.m.—The barometer has risen generally, except over E. Japan and Central China.

The depressions noted yesterday have passed to the Eastward of Japan. Pressure is highest over the F. coast of China, and fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. to E. winds, fresh; fine
Formosa Channel	Same as No. 1.
South coast of China between	Same as No. 1.
Hongkong and Lamook	Same as No. 1.
South coast of China between	Same as No. 1.
Hongkong and Hainan	Same as No. 1.

## LATEST STEAMER MOVEMENTS.

The J.-C. J. Lin str. *Tibodas* left Macassar for this port on the 14th inst., and may be expected here on or about the 22nd inst.

The Boston S.S. Co.'s str. *Shanmat* sailed from Kobe on the 14th inst. for Moji.

The str. *Satsuma* sailed from Shanghai on the morning of the 15th inst., and may be expected here on or about the 18th inst.

The I.O.M. Australian line str. *Manila* left Manila on Monday, the 14th inst., p.m., and may be expected here on or about Thursday, the 17th inst., at daylight.

The N.Y.K. str. *Kaga Maru* (American Line) left Kobe for this port via Moji on the 14th inst., and is expected here on the 24th inst.

The P.H. str. *Athenian* left Vancouver on Saturday, the 12th inst., p.m., for Hongkong via the usual ports of call.

The Company's str. *Zourene* with the outward French Mail left Singapore Tuesday the 15th January at 5 p.m.

## SUPREME COURT.

Tuesday, January 15th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE).

ANOTHER CLAIM FOR INSURANCE.

Before His Honour the Chief Justice and a special jury, Leon Siu-wan, trading under the style of Cheong Lee and Co., sought to recover from the North German Fire Insurance Co. the sum of \$51,442.08 due under an insurance policy, as the result of a fire in the plaintiff's shop on September 9th, 1905.

Now Mr. H. E. Pollock, K.C., instructed by Mr. R. A. Harding, appeared for plaintiff, the defendant being represented by Mr. M. W. S. Loh, instructed by Mr. Atkinson (of Messrs. Deacon, Loh and Deacon).

The juror empanelled were as under:—Messrs. F. C. Wilford (foreman), T. I. Rose, A. Mackenzie, G. C. Moxon, J. G. Scott, W. A. Dowley and M. S. Sassoon.

Mr. W. H. Wickham was called but asked to be exempted on the ground that considerable trouble was being experienced with the electric light cables, and that unless they were attended to, many residents would be without light in the evening. His Lordship considered the matter of sufficient public interest to grant the juror exemption. Mr. A. H. Ongly was also exempted as the firm in which he was employed had prepared plans of the plaintiff's building, while Mr. Pollock challenged Messrs. J. H. Jackson and G. L. Tomlin because they were connected with the insurance business.

The statement of claim set out that by a policy of insurance made by the defendants, numbered 1848, dated April 5th, 1905, the defendants insured the plaintiff under the firm name of the Cheong Lee Co. against loss or damage by fire as follows, namely, a sum of \$5,000 on goods and or merchandise, imports and or exports, being the plaintiff's own property or held by him in trust, or at a commission, or on joint account with others, stored and or to be stored during the currency of such policy in the shop and dwelling house known as 31 Des Voeux Road Central, ground and second floors. By an endorsement on the policy dated July 7th, the defendants declared that the goods stored on the ground, first and second floors of 29 Des Voeux Road Central were also covered by the said policy, and admitted that plaintiff had declared that he held other insurance on the said insured articles with certain other insurance companies, to the total amount of \$45,000. Plaintiff was on the dates aforesaid, and at the time of the loss and damage hereinafter mentioned, interested in the said goods to the said amounts so insured thereon respectively. On September 29th a fire occurred on the plaintiff's premises, 29 and 31 Des Voeux Road, as a result of which the said premises were almost wholly gutted, and a large proportion of the goods there in was totally destroyed. Certain goods were saved by the plaintiff in a damaged condition, and all these goods were sold. After giving credit for the proceeds of sale of the damaged portion of the goods, and for the estimated value of the undamaged portion, which estimated value considerably exceeded the actual price realized by the sale of such undamaged portion, the plaintiff's loss by the fire amounted to \$51,442.08, which amount the plaintiff claimed and the defendants wrongfully neglected to pay the amount, or any sum of money whatsoever. The plaintiff further claimed costs, and further or other relief.

In the statement of defence it was said that on the date of the fire the goods stored in the plaintiff's premises were of a value far less than \$50,000. Therein it was denied that the estimated value of the undamaged portion, which estimated value considerably exceeded the actual price realized by the sale of such undamaged portion, the plaintiff's loss by the fire amounted to \$51,442.08, or to any sum approximating to the said amount. Defendants admitted that they had refused to pay any sum whatever under the policy, but denied that such refusal was wrongful. The policy was given subject, inter alia, to the condition numbered 11 on the back thereof, whereby if there was any fraud in the claim made for any loss under the said policy, or any false declarations or affirmations made in support of such claim, the claims should forfeit all benefit under the said policy. The defendants contended that the plaintiff's claim under the said policy was fraudulent and supported by false declarations or affirmations, inasmuch as he had claimed that there was on the premises at the date of the fire goods to the value of \$51,442.08, and had supported the said claim by the production of his books of account; and had also declared and affirmed that he had during the year 1905 removed from the said premises, or from the Colony, no goods other than those specified in certain statements furnished by him to the defendants, and appearing in his books of account, whereas the goods on the premises at the said date were of far less value than \$51,442.08, and the books were kept in such a manner as not to show what stock was on the premises at the time of the fire; and he had during the year 1905 removed from the premises and shipped out of the Colony large quantities of goods other than those appearing as removed and shipped in the said statement and books.

Mr. Pollock, after reading the pleadings, dealt with correspondence re the fire, after which evidence was called and the case adjourned.

If every one told the truth all the time there would be more broken hearts and broken heads than whole ones, because the most sensitive thing about us is our vanity, and most of us will fight for it as quickly as we will for our honour.

## POLICE COURT.

Tuesday, January 15th.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

BLAMED THE TYPHOON.

The coxswain of the steam launch *Alexandra* was summoned for failing to exhibit the licence on board the vessel. Defendant said the launch was wrecked during the typhoon of 18th September and a fresh licence had not been obtained yet because the repairs had not been completed. Adjourned to make inquiries pending the licence.

A HOTEL SCENE.

W. B. Moses, manager of the Connaught House Hotel, summoned Mrs. J. O. Clarke, residing at Thomas Hotel, for being disorderly in the first named hotel on the 10th inst.

Defendant pleaded not guilty, and declared that complainant and his mistress were in her room. Mr. Moses struck the latter and defendant asked them both to leave her room, whereupon complainant asked her to pay her bill, which she had done.

His Worship—Have you left the house? Defendant—Yes, but I love nothing.

His Worship (to complainant)—What is your name?

Complainant—William B. Moses.

Defendant—When this man left Manila—

His Worship—Be quiet.

Complainant then added that he was the manager of the Connaught House Hotel.

His Worship—Are you the licensee?

Complainant—No.

Defendant—His character from Manila was not good enough to get it.

His Worship—Where is the licensee?

Complainant—At the Hotel.

His Worship—He ought to make this charge.

Complainant stated that the defendant left the hotel on the night of the 9th and returned in the early hours of the 10th very full of liquor and very disorderly.

Defendant—"He is not speaking the truth."

His Worship—Was she very noisy?

Complainant—Yes.

Defendant—I was not noisy. It was because you struck Ellen.

Complainant said that was the second time she had been disorderly. On the previous occasion she had been warned that if it occurred again she would be asked for her room.

His Worship—Has she left?

Defendant—Yes, I have been living at Thomas Hotel. I expected to go to Shanghai.

His Worship—You were not noisy nor drunk?

Defendant—No. This man should be looked into.

His Worship—I discharge you with a caution.

Defendant—Thank you.

## ALLEGED ATTACK BY INDIANS.

Mr. Hazeland gave his reserved decision, in the case in which Mr. P. W. Goldring summoned two Indians of the 129th Battalion Regiment for assault, and Messrs. Goldring and F. C. Barlow were cross-examined by the Indians.

His Worship said that he had decided to convict all four defendants, the Indians and Messrs. Goldring and Barlow in the first and second cases respectively, of disorderly conduct. The evidence was so conflicting that he had great difficulty in deciding exactly what had taken place, especially just prior to the time when the alleged attack took place. The defendants in each case were convicted of disorderly conduct. His Worship said he would not impose a fine but discharged them with a caution.

Mr. G. E. Morrell, who appeared for Messrs. Goldring and Barlow, applied for leave to appeal against the decision, but his Worship refused the application.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

AN UNRELIABLE PASSENGER.

A fireman on board the *Empress of China* was fined \$2 for disorderly behaviour on board a tram car on Monday night. He paid his fare from Observation Place to Tai Wong Street which was three cents, but on arriving at the terminus he refused to get out. After a lively discussion he quitted the car, but pulled the conductor after him and severely maltreated him. Subsequently the police came on the scene and he was arrested.

MONEY SNATCHERS PUNISHED.

The native who had been arrested on a charge of snatching 140 dollar notes from a money changer in Queen's Road as the latter was counting them in his shop, was sentenced to six weeks' imprisonment.

## FOOTBALL.

"A" & "B" CO. MIDDLESEX REGIMENT.

The first league match of the season was played on the military ground at Happy Valley yesterday afternoon between the "A" and "B" companies of the Middlesex Regiment. The kick-off was to have been at 4 p.m., but as other teams appear to have had a prior right to the ground, the entrants for the shield had to start at 2.30, consequently there were few spectators to witness an excellent game of football. Towards four o'clock, however, they began to gather, but only in time to witness the finishing stages. Both teams were in good training, and the men in each played well together. In turn they were defending and attacking, and throughout the game few opportunities were missed. At half time the score was one all, and after a brief spell the teams continued the second half with the same vigorous and sterling play which characterized the first moiety, time being called with the score standing:

"A" Company, 2; "B" Company, 2.

POLICE v. HONGKONG RESERVE.

A friendly match will take place at Happy Valley at 5 p.m. this afternoon between the Police and the H.K.F.C. "A" team. The Police players are—Mr. Lennan, Smith, Parr, Fox, Cockle, Andrews, Cooper, Campbell, Wilks, Marryat and Coyne.











## INTIMATIONS

**S. MOUTRIE & CO., LTD.**  
ESTABLISHED 1875.

## BABY GRANDS

BY  
**RACHELS, PLEYEL, KEMMLER AND ROSENKRANZ.**

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

Sole Agents:

**S. MOUTRIE & CO., LTD.**  
York Building, Chater Road.  
Hongkong, 30th July, 1906. [38]

## FOR SALE

**LADIES' AND GENTS' BOOTS AND SHOES.**



PERFUMERY & TOILET REQUISITES  
EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

**A TACK & CO.,**  
26, DES VUEX ROAD CENTRAL.  
Hongkong, 20th December, 1906. [39]



**MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)**

**COAL DEPARTMENT**  
MARUNOUCHI, TOKYO.

Cable Address, "IWASAKI," which applies to all Branch Offices.  
ABC 5th Ed., Western Union Codes used. All Letters Addressed.

MANAGER, MITSU BISHI CO., with name of place under BRANCH OFFICES:

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AGENTS: YOKOHAMA: M. ARADO, Esq. CHINKIANG: Messrs. CHANGING & Co. MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima, Ochi, Shinrow, Nanzan, Kani-Yamada, Colliers, and the Hore Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and Agencies of the Company will receive any order for Coals produced from the above Collieries.

T. MATSUKI, Manager, Hongkong. No. 2, Pedder Street.

## TO LET

**NOS. 1 and 3, ORMSBY VILLAS**  
GRANTVILLE ROAD, KOWLOON.  
Apply to—**SPANISH PROCURATION.**  
Hongkong, 3rd January, 1907. [138]

## TO LET

**THE PREMISES** known as No. 169, WAN HAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.

Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 5th January, 1907. [155]

## TO LET (WELL FURNISHED)

**BIRNAM BRAE, CONDUIT ROAD.**

**EIGHT-ROOMED HOUSE**—Billiard Room, with full-size Table, 3 Bath-rooms, Dining Room, Store-room and Pantry—Good Tennis Lawn. Electric Light and B.E. and Telephone. For 6 or 8 months, from 1st April.

Apply to—**C. M. B.**  
Hongkong, 8th January, 1907. [68]

## TO LET

**2 FOUR-ROOMED HOUSES** at Praya East, near East Point.  
Apply to—**JARDINE, MATHESON & CO.**  
Hongkong, 3rd January, 1907. [137]

## TO LET

**IN ALEXANDRA BUILDINGS** Small Office on Second Floor.  
Apply—**SECRETARY,**  
A. S. Watson & Co., Ltd.  
Hongkong, 4th January, 1907. [150]

## TO LET

**2ND FLOOR** No. 12, QUEEN'S ROAD CENTRAL, GREENCROFT, GARDEN ROAD, Kowloon.

Apply to—**LEIGH & ORANGE,**  
1, Des Vaux Road.  
Hongkong, 1st June, 1906. [94]

## TO LET

**OFFICES** in King's Building and York Building, CONDUIT ROAD.  
A HOUSE in WONG NEI CHONG ROAD, GODOWNS in PRAYA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYON TERRACE, FLATS in MORETON TERRACE.  
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st March, 1906. [91]

## TO LET

**2ND FLOOR** of No. 4, ICE HOUSE STREET, Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—**TATA & CO.**  
Hongkong, 24th December, 1906. [105]

## TO LET

**A HOUSE** in KNUITSFORD TERRACE, KOWLOON.  
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st August, 1906. [92]

## TO LET

**HOUSE** in KNUITSFORD TERRACE, KOWLOON.  
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 1st August, 1906. [92]

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## ABOUT PEKING.

[MR. CHARLES ELIOT, K.C.M.G., in *Westminster Gazette*.]

Those who knew Peking some years ago tell what they see nowadays is a new city—reformed, drained, chastised and Europeanized—and not the old Peking, whose dirt and magnificence alike defied description. But even in the degenerate days those who are acquainted with the cities of the near and middle East—such as Constantinople, Cairo, Samarcand, and Delhi—will stand aghast with astonishment when they first see Peking—its walls, its tiles, its gilding, its ruins, and its filth. In no city of the world is there so much gold and bright colour to be seen. Its distribution is not uniform, for there are plenty of sombre alleys; but in most of the mercantile quarters the shops are adorned with four gilt dragons, which stretch out their neck over the entrance, the sides of houses are often covered with trolly-work, which is sometimes gilt and sometimes painted vermilion, while red, blue, green, and yellow are scattered with a lavish hand on wall and roof. The colour of a roof, however, is a matter of rank, not of taste; and yellow tiles, though common, are always a sign that the building is the Imperial residence or a temple founded by an Emperor. In spite of modern improvements, this blaze of colour rises literally out of the mire. Dung-hills are piled up against the golden shops, and the vermilion trolly-work may be hidden by miserable hovels erected a foot from it.

Peking is not like Canton or the ports of southern China. It has something that suggests the cities and markets of Central Asia, the dust and solitude of the steppes. Even in the broad and bustling thoroughfares one has this feeling of loneliness and great space where men may pass and wander and remain unknown; but it is even stranger to meet a string of camels in a deserted street near the walls, or to find in the centre of the city a desolate field and a huge ditch, which was once a lake or part of a canal, but is now a series of stagnant pools, half-overgrown with shrubs.

Of all the monuments of Peking none is more remarkable than the wall which surrounds it. This rampart is a triumph of architecture in its own way, for in all dimensions except length it exceeds the Great Wall of China itself. It is supported at regular intervals by buttresses, and over the gates which pierce it are in other places are erected square towers with two or three crenelated roofs and rows of windowless apertures—strange buildings, of little use in either peace or war, that seem to watch the city with mistrustful, hostile eyes. Peking, like Stamboul, has shrunk, and the outermost barriers in many places are depopulated. But it is not so much this which makes the wall look lonely as its massive proportions and simplicity. It has no kiosks with the tiled and gilded pagodas, but seems to be the handiwork of another race—a monument of some bygone military system battered by newer artillery and no longer impregnable, but still imposing, as the old city like some wounded leviathan—lonely, sullen, and implacable.

Peking is a city of horsemen. In a street of Canton a horse would be very like a bull in a china-shop, but here riders perched on high saddles may be seen everywhere, as well as carriages and strings of horses laden with burdens. When the Emperor is required at all, the city like some wounded leviathan—lonely, sullen, and implacable.

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only when a fair is held in them. On other days, unless there happens to be a monastery attached, the doors are closed, and it may be hard to get in. No repairs are made—not even those demanded by safety. The galleries of the Drum Tower mentioned above threaten speedy collapse. The best-preserved edifice is perhaps the Temple of Confucius, near the northern wall, a beautiful spot where the marble courts and shady trees create an academic calm not unworthy of the philosopher who said, "Reading without thinking is labour lost; thinking without reading is dangerous." A fine marble staircase leads up to the shrine. Steps for mortal feet are cut only at the sides. The middle part, richly carved with dragons, is reserved for the use of spirits. Inside, the decoration is red and gold, but there are few ornaments except inscriptions, and no images at all. Behind the altar is merely a tablet of vermilion lacquer, bearing in golden characters the name of Confucius, and above is an inscription in four large characters. "The model teacher of ten thousand ages," drawn by the Emperor Kang Hsi himself. Chinese writing is almost a branch of painting, and cannot be compared with our western scribbling. The Imperial Family have always been proud of their skill in calligraphy, and the present Empress Dowager, in spite of her advanced age, is still renowned for the firm and artistic touch with which she draws gigantic hieroglyphics. In the side halls by the principal gateway are preserved the oldest known monuments of Chinese civilisation, ten stone drums, probably made about 1,000 B.C., which were discovered in the province of Shensi in the seventh century of this era. On them are inscribed ten odes in archaic Chinese characters, describing a hunting expedition. Considering the antiquity of China, it is remarkable how few fragments of ancient buildings or sculptures have been preserved. With the exception of these drums, no monuments have been discovered to the best of my belief earlier than the first century A.D. The habit of building in wood is, of course, the cause of the loss, but it is probable that remains will some day be found underground near the corner of the Liang Ho and the Wei river, which is known to be the line above which the Chinese advanced from the west. Though the Chinese allow their buildings to go to ruin, it must be said to their honour that they are zealous in preserving ancient relics, and even write very excellent and learned books about them.

More remarkable than the Temple of Confucius, though perhaps not more beautiful, is the enclosure in the south of the city known as the Temple or Altar of Heaven, where the Emperor offers annual sacrifices to Heaven and his ancestors. It is a park of cypress trees and acacias, in which are kept the ornate used for sacrifices. One is first shown the Hall of Prayer, where the Emperor, seated on the night before the ceremony, which takes place at dawn. It is, as befits its purpose, artistically and contains only a throne, and a magnificent carved screen. A little further on is another group of buildings, where the sacrifices are offered. The most noteworthy of them is a white marble platform, rising in three terraces, and surrounded by the Emperor's ministers. The offerings are actually burnt in a furnace faced with green tiles, which stands a little way off, but this platform is generally called the altar. It is so arranged that when the Emperor kneels in the middle he is surrounded by nine concentric circles, and is, so to speak, the centre of the universe, with only Heaven above him. Before him and the North end stands a line of buildings, some of white marble, some red, some gilded, resembling in another marble platform, on which sits the Temple of Prayer for Grain, a tower-like structure, with three roofs of deep bright blue. All this is set against the dull green of the surrounding trees, and it would be difficult to find anywhere a more gorgeous harmony of colour.

And yet when one looks at these buildings, the impression which overpowers all others is not their beauty but the marks of neglect and decay. Grass and small shrubs grow between the stones of the marble platform and on the blue roofs the paths are almost obliterated by weeds; the carvings look like mud. The marble is chipped, the tiles broken, the red wood pillars and walls are cracked and scratched. Indeed the whole scene suggests not so much a neglected modern building as a well-preserved old building overgrown by a jungle. When the Emperor comes an effort, no doubt, is made to set the place in order, but I am told that they merely cut off the plants growing between the stones, and do not take the trouble to repair the decay.

It might naturally be supposed that this neglect springs from a total indifference to the buildings and the ceremonies performed in them, but that is not so. The Temple of Prayer for Grain was rebuilt about twelve years ago at a cost of millions, and with great artistic skill. The cause is rather the peculiar attitude of the Chinese mind to national questions, particularly such as concern the "long" and of wide application. It seems natural that the Temple of Heaven should be regarded as a national institution like Westminster Abbey or the shrine of Ise in Japan. But such an idea never enters a Chinaman's head. In his opinion it is the Emperor's business to look after the place, and only European tourists seem to think of visiting it. And the Emperor, or rather his Court, do no more than is necessary for their own annual ceremonies, and as these take place at night or at the first break of day many imperfections pass unnoticed. If, as a result of all this, a building collapses, it will, if indispensable, be replaced regardless of cost; and though the Chinese are excellent men of business, it will not occur to anyone that it would have been cheaper to have averted the disaster by using ordinary care.

One looks at Peking from an eminence—say, the Drum Tower in the north of the city, and one sees at once that it is not a collection of houses which has gradually grown up, but a camp laid out by Imperial order. To the south lies the Chinese town; to the north of it are three cities, each with its own wall, one inside the other like boxes in a puzzle. The innermost is the Forbidden Red City, or City, inhabited only by the Imperial family, the eunuchs, and the dependants of the Palace; and round the Imperial City, in its turn, lies the Tartar city, still called in Mongol Khambalu, the Cambule of Marco Polo. An Imperial taste for splendid buildings is also evident. The Mongol and Manchou could not conquer the inveterate Chinese habit of filling a park with pavilions or shrines instead of building one large castle or temple, but they managed to break away from the monotony of recurrent roofs, as a goodly prospect of towers and pinacles bears witness.

he religious architecture of Peking is much more Indian than that of southern China, for the Mongols brought with them the Lamaistic form of Buddhism, which is more under Indian influences than other sects of the same religion that have developed in China. The Manchous evidently do not share Chinese indifference to overgrowth. Every house has a courtyard, with at least one tree growing in it, and hence when one looks down on the city in summer it seems half-buried in a forest. Through it run at intervals broad roads, spanned here and there by ornamental arches, and there are numerous empty spaces corresponding to the squares or parks of European towns. As in other parts of China, one is struck with the number of placards and the amount of writing to be seen in the streets. This wall literature is really a form of popular journalism. The placards contain official notices, advertisements rivaling in their variety and enthusiasm the productions of British soap-makers, private notices like the agency column, and all manner of appeals to the public on religious, moral, and political questions. It was in this way that the cause of the Boxers was advocated, and that the Government showed its approval or disapproval of their doings. Placards are another means of disseminating news and ideas. It is said that cheap false-coloured pictures of men of great European fame were once placed in order to stir



## SHIPPING.

## ARRIVALS.

ANONIN, German str., 1,091, C. Kumpel, 15th Jan.—Bangkok 1st Jan., Bisc.—Butterfield & Swire.  
 CHORHANG, British str., 1,124, A. E. Sand-lach, 15th Jan.—Shanghai 11th Jan. and Swatow 14th. General.—Jardine, Matheson & Co.  
 HAITIAN, British str., 1,133, J. S. Roach, 15th Jan.—Canton 1st Jan. via Swatow 14th Jan. General.—Jardine, Matheson & Co.  
 HEMMEL, Norwegian str., 762, Johnsen, 15th Jan.—Singapore 7th Jan., Rice and Flour.—Asquith, Thomson & Co.  
 KAIFONG, British str., 892, E. Finlayson, 15th Jan.—Cebu and Manila 10th Jan. Sugar.—Butterfield & Swire.  
 KIVO MARU, Japanese steamer, 15th Jan.—Yokohama.  
 LAUREL, Norwegian str., 970, J. Jensen, 15th Jan.—Wakana 1st Jan. General.—Mitsui Bussan Kaisha.  
 NUBIA, British str., 1,124, P. J. Fox, 15th Jan.—Yokohama 1st Jan. General.—P. & O. S. N. Co.  
 PRINCE, Norwegian str., 828, Seeborg, 15th Jan.—Hankow 13th Jan. General.—Jardine, Matheson & Co.  
 QUANTA, German str., 1,145, H. Munsen, 14th Jan.—Pechow via Amoy 11th Jan.—Oma Kaisha Kaisha.  
 SHAOHUNG, British steamer, 15th Jan.—from Canton.  
 WAKAMATSU MARU, Japanese str., 1,500, Goto, 15th Jan. Moji 9th Jan. Genl.—Mitsui Bussan Kaisha.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE  
 Jan. 15th.  
 Carl Diederichsen, German str., for Haiphong.  
 Cheong, British str., for Canton.  
 Kureha, British str., for Saigon.  
 Lahor, Norwegian str., for Canton.  
 Nishiki Maru, Japanese str., for Moji.  
 Peking, British str., for Shanghai.  
 Regatta, German str., for Europe.

## DEPARTURES.

Jan. 15th.  
 BENLARI, British str., for Nagasaki.  
 HAITIAN, French str., for Haiphong.  
 HANSUNG, British str., for Shanghai.  
 HINSAI, British str., for Moji.  
 ICHIKI, Italian str., for Bombay.  
 ITHAKA, German str., for Saigon.  
 MACDUFF, British str., for Shanghai.  
 NAKAMATSU, German str., for Portland.  
 PAKLAT, German str., for Bangkok.  
 PELETS, British str., for Shanghai.  
 SHIMAZU, Amer. str., for San Francisco.  
 TAKI MARU, Japanese str., for Bangkok.  
 TAMING, British str., for Canton.  
 WOSANG, British str., for Canton.  
 YANGKING, Korean str., for Moji.

## SHIPPING REPORTS.

The British str. *Kaifong* reports: Strong N.E. monsoon and high sea.  
 The German str. *Anonin* reports: Very strong N.E. monsoon with high sea.  
 The British str. *Haitian* reports: Fresh easterly breeze and moderate sea.  
 The British str. *Cheong* reports: Experienced moderate N.E. winds with moderate sea and cloudy weather as far as Swatow; thence fresh to strong E.N.E. wind.  
 The British str. *Zafiro* reports: Fresh to strong N.E. monsoon with moderate N.E. sea and overcast, drizzling at times.

## VESSELS IN DOCK.

Jan. 15th.  
 ABERDEEN DOCK.—*Amoy*, *Proctor*, *Kowloon*, *Doan*, *Sawong*, *Monteagle*, *Heungshan*, *Focks*, *U.S. Pathfinder*, *Z. Y. de Alden*, *Kerichon*, *Perle*, *Prinz Waldemar*, *Hilary*, *H.M.S. Whiting*, *Proctor*.  
 COSMOPOLITAN DOCK.—*Petrarch*, *Huiching*, *Quarta*.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
 FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"SALAZIE."  
 Captain Aillard, will be despatched for MARSEILLES on TUESDAY, the 22nd January, at 1 p.m.  
 Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.  
 Cargo also booked for principal places in Europe.  
 Next sailing will be as follows:  
 S.S. "OCEANIAN" ... 5th Feb.  
 G. DE CEMPEAUX, Agent.  
 Hongkong, 9th January, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN."  
 Captain J. G. Olcott, will be despatched for the above ports on TUESDAY, the 22nd inst. at 3 p.m.  
 For freight, apply to  
 DAVID SASSOON & Co., Ltd.  
 Agents.  
 Hongkong, 15th January, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."  
 Captain Holmes, will be despatched as above on SATURDAY, the 18th inst. at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co., Agents.  
 Hongkong, 7th January, 1907.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 16th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 24th inst. at Noon.
MARSEILLES, &c. VIA PORTS OF CALL.	SALAZIE	French str.	—	Aillard	MESSAGERIES MARITIMES	On 22nd inst. at 1 p.m.
BREMEN, VIA PORTS OF CALL.	SEVILLIE	Ger. str.	—	C. Hewes	MESSAGERIES MARITIMES	On 22nd inst. at Noon.
HAMBURG VIA PORTS.	SAMBIA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINIE	On 16th Feb.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 27th inst.
MADEIRA, LISBON, HAVRE & HAMBURG	SILESIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 22nd Feb.
MADEIRA, LISBON, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	About 16th Feb.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Ger. str.	k.w.	Damianovich	HAMBURG-AMERIKA LINIE	On 24th Feb.
NEW YORK	NUBIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	About 31st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2m	—	—	On 22nd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Amer. str.	—	E. V. Roberts	DOUGLAS LAFRANK & Co.	On 22nd inst.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	KASATO MARU	Jap. str.	—	W. C. T. S. Filmer	DOUGLAS LAFRANK & Co.	On 23rd inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	DAKOTAH	Brit. str.	3m	—	—	On 5th Feb.
AUSTRALIAN PORTS VIA MANILA	CHINGTU	Brit. str.	1m	—	—	About 25th Feb.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	Holmes	BUTTERFIELD & SWIRE	On 21st inst. at 4 p.m.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	1m	L. Dawson	BUTTERFIELD & SWIRE	On 1st Feb. at Noon.
SHANGHAI, KOBE & YOKOHAMA	SAMBIA	Ger. str.	k.w.	Muller	HAMBURG-AMERIKA LINIE	On 24th inst. Daylight.
SHANGHAI, KOBE & YOKOHAMA	GENEVA	Ger. str.	—	—	—	About 26th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHAOHUNG	Brit. str.	1m	T. Shue	DOUGLAS LAFRANK & Co.	To-morrow, at 8 a.m.
SHANGHAI	WONG	Brit. str.	—	F. W. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	CHOWANG	Brit. str.	—	—	—	On 18th inst. at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	NYAKA	Ger. str.	k.w.	H. S. Bradshaw	P. & O. S. N. Co.	On 19th inst. at Noon.
SHANGHAI, KOBE & YOKOHAMA	YACONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 21st inst.
SHANGHAI	YONKOW	Brit. str.	1m	J. H. Brown	BUTTERFIELD & SWIRE	On 22nd inst. at 4 p.m.
SHANGHAI	DEVANHA	Brit. str.	—	T. H. Hyde, R.N.	P. & O. S. N. Co.	On 24th inst. at Noon.
TAMSU VIA SWATOW & AMOY	MASAN MARU	Jap. str.	—	I. Sakurai	DOUGLAS LAFRANK & Co.	On 19th inst. at 4 p.m.
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2h	J. S. Roach	DOUGLAS LAFRANK & Co.	On 22nd inst. at Noon.
SWATOW, AMOY & SHANGHAI	WITU	Brit. str.	1m	Richards	BUTTERFIELD & SWIRE	On 24th inst. at Noon.
MANILA	YUSANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co.	On 19th inst. at Noon.
MANILA	ZAFIRO	Brit. str.	1m	R. Badger	DOUGLAS LAFRANK & Co.	On 22nd inst. at 4 p.m.
MANILA	TEAN	Brit. str.	—	Sommerville	BUTTERFIELD & SWIRE	On 24th inst. at Noon.
CEBU & ILOILO	RUBI	Brit. str.	—	R. Almond	DOUGLAS LAFRANK & Co.	On 19th inst. at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	HUICHOW	Brit. str.	1m	E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	ONSANG	Brit. str.	—	D. Christie	JARDINE, MATHESON & Co.	On 22nd inst. at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	JAPAN	Brit. str.	—	J. G. Olcott	DAVID SASSOON & Co., Ltd.	Quick despatch.
JAVA PORTS	TIPANAS	Dut. str.	—	Fander	JAVA-CHINA-JAPAN LINE	Quick despatch.

EAST ASIATIC CO., LTD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LTD.,  
ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
YOKOHAMA AND KOBE	"SIBIRIEN" "TRANQUEBAR"	About 26th Jan. About 10th Feb.
MARSEILLES, HAVRE, COPEN- HAGEN and BALTIC PORTS	"KINA"	About 10th Feb.

For Further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 16th January, 1907.

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SINGAPORE, PENANG & CALCUTTA	"ONSANG"	Thursday, 17th Jan., 3 p.m.
MANILA	"YUENSANG"	Friday, 18th Jan., 4 p.m.
SHANGHAI	"WOSANG"	Friday, 18th Jan., 4 p.m.
SHANGHAI	"CHOYANG"	Saturday, 19th Jan., 4 p.m.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwan) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS.

Hongkong, 16th January, 1907.

HONGKONG-MANILA.  
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 19th Jan., Noon.
RUBI	2540	R. Almond	Manila.	On 26th Jan., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 14th January, 1907.

HONGKONG-NEW YORK.  
AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to

SHEWAN TOMES & CO.,

GENERAL AGENTS.

Hongkong, 13th November, 1906.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 5th February.
TREMONT	9,606	T. W. Garlick	On 20th February.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—

DODWELL & CO., LIMITED.

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 5th January, 1907.

HAMBURG-AMERIKA LINIE.  
PASSENGER SERVICE.

BY the new steamers, "BREITENBURG," "HABSBURG" and "HOHENSTAUFEN." These have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with furniture. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be taken to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

VIA SHANGHAI.)			
SCANDIA ... ..	Capt. v. Doehren ... ..	1st February	
HABSBURG ... ..	Capt. Filler ... ..	8th March	
RHENANIA ... ..	Capt. v. Hoff ... ..	2nd April	

## NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, <u>PLYMOUTH, HAVRE AND HAMBURG.</u>				
SILESIA	...	...	Capt. Eahle	8th February
SCANDIA	...	...	Capt. v. Doehren	22nd March

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA	16th January
FOR SHANGHAI, KOBE & YOKOHAMA	21st January
FOR SHANGHAI, KOBE & YOKOHAMA	26th January
FOR SHANGHAI, KOBE & YOKOHAMA	31st January
FOR SHANGHAI, KOBE & YOKOHAMA	5th February
FOR SHANGHAI, KOBE & YOKOHAMA	10th February
FOR SHANGHAI, KOBE & YOKOHAMA	15th February

## NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLAEGOW, TRIESTE, GENOA, PORTS in the LRYANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

For HAVRE & LONDON ... 27th January  
 For HAMBURG VIA PORTS ... 8th February  
 For HAMBURG VIA PORTS ... 10th February  
 For HAVRE & HAMBURG ... 22nd February  
 For NAPLES, HAVRE & HAMBURG ... 22nd March

## VESSELS ON THE BERTH

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"SATSUMA" ... 21st Jan.

"MUNCASTER CASTLE" 12th Mar.

For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 12th November, 1906.

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALLAO and LIMA via JAPAN PORTS.

Steamer Tons To Sail.

"KASATO MARU" 6,600 In April, 1907.

Capt. W. C. T. S. Filmer.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried aboard.

For further information, apply to

K. MATSUDA,

Manager.

York Building.

Hongkong, 28th December, 1906.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. "Mongolia"

and ex "Persia."

From Calcutta, ex s.s. "Sunda."

From Persian Gulf, ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th Jan., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. F. J. Fox	About 16th January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw	About 18th January	Freight and Passage.
LONDON, &c., via USUAL PORTS of Call	ARCADIA Capt. A. L. Valutini	Noon, 26th January	See Special Advertisement.
SHANGHAI	DEVANHA Capt. T. H. Hild, R.N.R.	About 25th January	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th January, 1907.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"WUHU"	On 16th Jan., 4 P.M.
SHANGHAI	"SHAOHSING"	On 17th Jan., Noon.
CEBU and ILOILO	"HUICHOW"	On 18th Jan., 4 P.M.
YOKOHAMA and KOBE	"TAIYUAN"	On 20th Jan., daylight.
MANILA, ZAMBOANGA, PORT BARCELON, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGFU"	On 21st Jan., 4 P.M.
SHANGHAI	"YOHOW"	On 22nd Jan., 4 P.M.
MANILA	"TEAN"	On 23rd Jan., 4 P.M.

Hongkong, 16th January, 1907.



# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMUI via SWATOW AND AMOY	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 20th Jan., at Daylight.
* SHANGHAI via SWATOW, AMOY and FOCHOW	"SOSHU MARU" Capt. T. SUGIWA	THURSDAY, 17th Jan., at 8 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidehips. Unrivalled Table.

† Taking Cargo on through bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 16th January, 1907.

T. ARIMA, Manager.

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# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON  
SATURDAY, 23RD MARCH,AND IS DUE IN MARSEILLES ON THE 20th APRIL and LONDON ON  
THE 27th APRIL.IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,

To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

1899

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LOGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
ONEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
SACHSEN	WEDNESDAY 27th March
PRINZ LUDWIG	WEDNESDAY 10th April
ZIETEN	WEDNESDAY 24th April
PRINZ REGENT LUITPOLD	WEDNESDAY 8th May
PRINZ EITEL FRIEDRICH	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHORST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

ON WEDNESDAY, the 16th day of JANUARY, 1907, at Noon, the Steamship  
"SEYDLITZ," Captain C. Dörsner, with MALES, PASSENGERS, SPECIE and  
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.Shipping Orders will be granted till Noon, on MONDAY, the 14th Jan. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 15th Jan. and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 15th Jan.Contents of Packages are required. No Parcel Receipts will be signed for less than 12.50,  
and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

† Conveying H.M. The King of Siam, carrying Second Class Passengers only.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA and GIBRALTAR: 251 0 0 132 0 0 62 0 0

TO SOUTHAMPTON, LONDON, BREMEN  
AND HAMBURG: 65 0 0 44 0 0 24 0 0

\* TO NEW YORK VIA SUEZ: 115 0 0 72 0 0 47 0 0

via NAPLES, GENOA or GIBRALTAR: 115 0 0 72 0 0 47 0 0

via BREMEN or SOUTHAMPTON: 123 0 0 83 0 0 49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from  
Singapore to Calcutta instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port Said.

# JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER SAILING DATES

MANILA 1790 tons FRIDAY, 1st Feb.

PRINZ WALDEMAR 3477 tons THURSDAY, 14th Feb.

PRINZ SIGISMUND 3502 tons THURSDAY, 28th Mar.

ON FRIDAY, the 1st FEBRUARY, at Noon, the Steamship "MANILA,"  
Captain Minness, with Males, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

To MANILA: 350.— 230.— 120.—

To NEW GUINEA: 215.10 144.00 return 242.— 237.10

To BRISBANE: 230.— 215.— 120.— return 254.— 236.—

To SYDNEY: 233.— 215.— 120.— return 259.1 241.10

To MELBOURNE: 234.10 224.10 115.— return 262.5 244.5

To YOKOHAMA: 380.00 360.00 170.00 return 412.00 312.00

To KOBE: 395.00 370.00 180.00 return 417.00 317.00

To YOKOHAMA and back from KOBE

to HONGKONG: 540.00 510.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

To EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer 437. 0. 0.

To EUROPE via AUSTRALIA and AMERICA 90. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San  
Francisco by the O. & O.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

# SAILINGS OUTWARDS.

# EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "ONEISENAU" ... Wednesday, 16th Jan.

KOBE &amp; YOKOHAMA "PREUSSEN" ... Wednesday, 30th Jan.

SHANGHAI, NAGASAKI, "PREUSSEN" ... Wednesday, 30th Jan.

KOBE &amp; YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co. O. & O.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

1st Class

To London via Plymouth or Southampton 482. 0. 0.

To Bremen 65. 0. 0.

To Paris via Cherbourg 65. 0. 0.

To Naples, Genoa via Gibraltair 65. 0. 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the  
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.

# PASSENGER SEASON 1907.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,560, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 12th October, 1906.

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# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER  
11 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days Ocean Trav. &  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.		(Subject to Alteration)	
R.M.S.	Tonnage	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	THURSDAY, 27th Jan. ....	14th Feb.
"MONTEAGLE"	6,163	WEDNESDAY, 27th Jan. ....	16th Feb.
"EMPERESS OF INDIA"	6,000	THURSDAY, 14th Feb. ....	4th Mar.
"ATHENIAN"	3,882	WEDNESDAY, 20th Feb. ....	16th Mar.
"EMPERESS OF JAPAN"	6,000	THURSDAY, 14th Mar. ....	1st April
"TARTAR"	4,425	WEDNESDAY, 27th Mar. ....	20th April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI through the INLAND SEA OF JAPAN, KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at St. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA  
and 26 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.

Intermediate on Steamers: £40, "and 1st Class Railways: £42.

R.M.S. "EMPERESS OF CHINA," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Polder Street and Praya opposite Blake Pier.

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# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJANAS...	JAPAN	Second half January	JAVA PORTS	Second half January
TIJIBODAS...	JAVA	Second half January	JAPAN	Second half January
TIJILWONG...	JAPAN	First half of February	JAVA PORTS	First half of February
TIJIMAH...	JAVA	First half of February	JAPAN	First half of February
TIJILAJAP...	JAPAN	First half of February	JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-India ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 14th January, 1907.

Telephone No. 375.

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AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR

TRIESTE (DIRECT),  
calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ and PORT SAID.(Taking Cargo at through rates to the BRAZILS,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Damjanovich, will be despatched as above  
on or about THURSDAY, the 31st inst., P.M.This Steamer has capital accommodation for  
passengers, electric light and carries a doctor.For information as to Passage and Freight,  
apply toSANDER, WIELER & Co.,  
Agents,  
Prince's Buildings.

Hongkong, 5th January, 1907.

3

MITSUI BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."

A. I. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 894 "

Width of Entrance on Bottom... 894 "

Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 524 feet.

Length on Blocks... 514 "

Width of Entrance on Top... 794 "

Width of Entrance on Bottom... 794 "

Water on Blocks at Spring Tide 614 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 364 "

Width of Entrance on Top... 494 "

Width of Entrance on Bottom... 494 "

Water on Blocks at Spring Tide 224 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with  
LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.A LARGE STOCK of MATERIAL is  
always kept on hand.The COMPANY has the powerful steamers  
"OURA-MARU" 712 tons, 700 H.P.  
specially built for SALVAGE PURPOSES  
equipped with necessary gear always ready  
Short Notice.

ON SALE

BUND VOLUMES of the HONGKONG  
WEEKLY PRESS, January to June  
1906. With INDEX. Price \$7.50.  
On sale at the Hongkong Daily Press Office  
Hongkong 27th July, 1906

# Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

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## POST OFFICE NOTICES.

The *Gheisens*, with the German mail of the 18th ultimo, left Singapore on Saturday, the 12th inst., at 2 a.m., and may be expected here to-night.

FOR	PER	DAY
Hongkong	Perito	Wednesday, 18th, 10.00 A.M.
Singapore	Perito	Wednesday, 18th, 10.00 A.M.
Europe, &c., India via Taitoobin	Perito	Wednesday, 18th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra)		
Letters posted in all the Pillar Boxes		
in time for the first clearance will be		
included in this contract mail.		

Macao	Perito	Wednesday, 18th, 11.00 A.M.
Singapore, Penang and Colombo	Perito	Wednesday, 18th, 11.00 A.M.
Shanghai and Chinkiang	Perito	Wednesday, 18th, 11.00 A.M.
Swatow, Amoy, Fuzhou and Shanghai	Perito	Wednesday, 18th, 11.00 A.M.
Singapore, Amoy and Fuzhou	Perito	Wednesday, 18th, 11.00 A.M.
Swatow, Amoy and Fuzhou	Perito	Wednesday, 18th, 11.00 A.M.
Singapore, Amoy and Fuzhou	Perito	Wednesday, 18th, 11.00 A.M.
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Singapore, Amoy and Fuzhou	Perito	Wednesday, 18th, 11.00 A.M.
Swatow, Amoy and Fuzhou	Perito	Wednesday, 18th, 11.00 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Perito	Wednesday, 18th, 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail.)		
Extra Postage 10 cents		

Swatow and Bangkok	Perito	Friday, 18th, 11.00 A.M.
Macao	Perito	Friday, 18th, 11.00 A.M.
Shanghai	Perito	Friday, 18th, 11.00 A.M.
Manila	Perito	Friday, 18th, 11.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar	Perito	Friday, 18th, 11.00 A.M.
Manila	Perito	Friday, 18th, 11.00 A.M.
Macao	Perito	Friday, 18th, 11.00 A.M.
Shanghai	Perito	Friday, 18th, 11.00 A.M.
Cebu and Iloilo	Perito	Friday, 18th, 11.00 A.M.
Yokohama and Kobe	Perito	Friday, 18th, 11.00 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Coketown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Perito	Friday, 18th, 11.00 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)	Perito	Friday, 18th, 11.00 A.M.
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Manila, Thursday Island, Coketown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Perito	Friday, 18th, 11.00 A.M.

## JOINT STOCK SHARES.

Hongkong, January 15th.

COMPANY. PAID UP. QUOTATION.

Alhambra \$200 \$120.

Banks—

Hongkong &amp; Shanghai \$125 \$315.

National Bank of China 20 \$30 buyers.

Bank of Communications 125 \$7 sellers.

China-Borneo Co. \$12 \$10 sellers.

China Light &amp; Power Co. \$10 \$10 buyers.

China Provident \$10 \$10 buyers.

Cotton Mills—

Ewo. \$15 \$15.

Hongkong \$10 \$12 buyers.

International \$15 \$15.

Leung Kung Chow \$10 \$10.

Soyaboo \$10 \$10 buyers.

Dairy Farm \$10 \$10.

Doona and Wharfedale \$10 \$10.

H. &amp; W. Wharf &amp; Co. \$10 \$10.

H. &amp; W. Dock \$10 \$10.

New Amoy Dock \$10 \$10.

Shanghai Dock and \$10 \$10.

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## SHIPPING IN PORT.

STAMERS.

Amoy, British str., 663, H. Flambock, 14th

December—Amoy 13th Dec. General.

Sander, Weller &amp; Co.

CANTON MAIL, Japanese str., 1996, S. Hira,

12th Jan.—Kobe 5th Jan. General.

Chinese.

CHANGCHOW, British str., 1203, J. W. Walker,

7th Jan.—Saigon 5th Jan. General.

Butterfield &amp; Swire.

CHONGKING, British str., 1236, S. J. Payne,

11th Jan.—Saigon 5th Jan. General.

Jardine, Matheson &amp; Co.

CHILDA, Norwegian str., 1102, A. Angersen,

12th Jan.—Bangkok 1st Jan. General.

Nippon Yusen Kaisha.

CHINA, American str., 3186, D. E. Friele,

11th Jan.—San Francisco 14th Jan. Mails

and General.—P. M. S. S. Co.

DERWENT, British str., 1509, J. Jenkins, 10th

January—Saigon 6th Jan. General.

Chinese.

ELIZABETH RICHMOND, German str., 997, W.

Bottel, 20th Dec.—Bangkok 13th Dec.

Rice.—Butterfield &amp; Swire.

EMPEROR OF CHINA, British str., 3046, R.

Archibald, 16th Dec.—Vancouver

20th Nov. Mails and General.—C.P. &amp; C.

EXPRESS OF INDIA, British str., 3032, E.

Beetham, 14th Jan.—Vancouver

(B.C.) 25th December, Mails and General.

—P. R. Co.

FOLIO, Norwegian str., 1040, C. Berzen, 26th

December—Port Louis 28th November.

Sugar.—Order.

HAIKONG, British str., 1267, A. E. Hodgins,

13th Jan.—Saigon 5th Jan. General.

Douglas Laprak &amp; Co.

HALVARD, Norwegian str., 1668, C. Andersen,

3rd Jan.—Chinkiang 29th Dec. General.

Chinese.

HANCHOW, British str., 999, Mawley, 2nd

January—Saigon 1st Jan. General.

Butterfield &amp; Swire.

HONGKONG MAIL, Japanese str., 2382, I. Fukui,

28th December—Mojito 2nd Dec. Coal.

Mitsui Bussan Kaisha.

HILARY, German str., 1276, H. Uecker, 2nd

January—Saigon 25th December, Rice.

Sander, Weller &amp; Co.

HUE, French str., 709, J. Fannier, 14th Jan.

Haiphong 10th Jan. Pige and General.

—A. R. Mawley.

HUICHOW, British str., 1217, A. Forsyth, 11th

December—Tientsin 4th Dec. General.

Butterfield &amp; Swire.

ICHANG, British steamer, 1200, W. Lloyd

Jones, 9th Jan.—Hongkong 5th Jan. Coal.

Butterfield &amp; Swire.

IYO MARU, Japanese str., 3918, Thompson,

11th Jan.—Mojito 7th Jan. General.

Nippon Yusen Kaisha.

JAPAN, British str., 3806, Oliffant, 9th Jan.

Calcutta via Straits 2nd Dec. General.

D. Sassoon &amp; Co.

KAGOSIMA MARU, Japanese str., 2731, K. Kori,

9th Jan.—Singapore 1st Jan. Cotton and

Twist, &amp;c.—Nippon Yusen Kaisha.

KARLS, Swedish str., 651, G. Petersen, 7th

January—Haiphong 5th Jan. General.

Agard &amp; Thoresen &amp; Co.

KASHIMA MARU, Japanese str., 2380, S.

Nomura, 9th Jan.—Mojito 2